the disbursement of a net amount of Rs. 23,780 as cash relief for reconstruction of huts and for purchase of lost clothes, etc., to the victims of the fire accident as detailed below :—

	No. of victims	Amount
1. Oners-occupied huts (Rs. 80 each in which Rs. 60 towards the reconstruction of huts and Rs. 20 towards the Clothing grant)	220	17,600–00
2. Owners residing outside and pulled down (Rs. 60 each towards the reconstruction of huts only)	7	420–00
3. Tenants (Rs. 20 each towards the clothing grant only)	288	5,760–00
Total		23,780–00

DR. H. V. HANDE : May I know arising out of the answer whether all the persons involved have been given the amount. I think some persons were left out. Since my constituency was also involved, I represented to the Collector concerned that all of them should be given and there was some delay in the dispersal of the amount. There is also another problem. These people are coming under the Slum Clearance Scheme and according to the answer made in the House, I was also told that their houses will come in the first or second phase and they will be given till then alternative accommodation, till they complete the particular scheme in Vyasarpadi or whatever it is. So they have to be given two amounts one for destruction of houses and another for constructing new house, till they are taken up by the Slum Clearance Board. Will the Hon. Minister take this complicated situation under consideration and sympathetically consider their requests?

மாண்புமிகு திரு. ப. உ. சண்முகம் : தலைவர் அவர்களே, 227 குடிசைகள் பாதிக்கப்பட்டன. அவற்றில் 220 குடிசைகளுக்கு 80 ரூபாய் வீதம் கொடுத்தாகிவிட்டது. பாக்கி 7 குடிசைகளுக்கு—அவை எரிக்கப்படவில்லை, பிரித்துப் போடப்பட்டுவிட்டன என்பதனுல் துணிக்காகக் கொடுக்கிற 20 ரூபாய் நீங்கலாக 60 ரூபாய் கொடுக்கப்பட்டது. ஸ்லம் போர்டைப்பற்றிக் குறிப்பிட்டார்கள். தனிக் கேள்வி போட்டால் விவரம் சேகரித்து அளிக்க முடியும்.

(ஆ) அரசு பேருந்துக் கட்டண உயர்வால் ஏற்பட்டுள்ள நிலையும் பழைய கட்டணங்களையே வசூலிக்க வேண்டியதன் அவசியமும்.

THIRUMATHI T. N. ANANDANAYAKI : Sir, I call the attention of the Hon. Minister for Transport to a matter of urgent public importance, namely the situation arising out of the increased

bus fare in the State Transport buses plying in the City of Madras and also in the buses plying from Madras to other mofussil towns and the need to restore the old rates.

Dr. H. V. HANDE : Sir, I call the attention of the Hon. Minister for Transport to a matter of urgent public importance, namely, the situation arising out of the increased bus fare in the State Transport Buses plying in the City of Madras and also in the buses plying from Madras to other Mofussil towns and the need to restore the old rates.

Thiru K. T. K. THANGAMANI : Sir, I call the attention of the Hon. Minister for transport to a matter of urgent public importance namely the situation arising out of the increased bus fare in the State Transport buses plying in the City of Madras and also in the buses plying from Madras to other mofussil towns and the need to restore the old rates.

The Hon. Thiru S. RAMACHANDRAN : I am grateful for the sponsors of this notice under rule 41 of the Assembly Rules for having given me this opportunity to clear a lot of misunderstanding and misconception arising out of our rationalisation of fare structure in the City and increase in fare in the mofussil routes.

For the Members to appreciate what we have done in the proper perspective, I would like to explain the system of fare structure that obtains in the City of Madras. We have, in keeping with the practice in the rest of the country kept a minimum of ten paise for the first stage which is 2 kilometres. For every subsequent stage of approximately 2 kilometers, there is an additional fare. The fare structure in the City was last revised in 1964 with a minimum fare of ten paise for the first stage (2 kilometres) and four paise for every subsequent stage. Owing to scarcity of coins in 1967, the fares were rounded off to five paise with the result certain redundant stages were created. Prior to this revision, the stages were 10, 14, 18, 22, 26, etc. After the revision with the rounding off to the nearest five paise, the stages became 10, 15, 20, 20, 25, 30, 35, 35, 40, 45, 45, 50 etc.

This meant that a person who travelled 5 kilometres under the Pre-1967 structure paid 18 paise which was rounded off to 20 paise. The person who travelled 8 kilometres and paid 22 paise also paid 20 paise because his fare was rounded off to the nearest five paise, viz., 20 paise. This created a system under which a section of the transport users paid lesser fares though they travelled longer distances.

The working of the system conferred certain undue advantages to a section of the travelling public while depriving the department of a legitimate share of revenues. It is a basic principle of any service that the charges should be related to the extent

 [Thiru S. Ramachandran]

and quantum of the service performed. Apart from this inequity, we were also faced with a variety of abuses as a result of temptation of people to over-travel and temptation to re-sell the tickets which have been once used. Rationalisation of fares to eliminate the inequity to a section of users and also the practical difficulties faced by the department was overdue. What we did on 1st October, 1971 was to introduce a fare structure which abolished the redundant stages and made the structure more rational thereby ensuring that a person who travelled a longer distance paid more by way of fare than the one who travelled a shorter distance.

This rationalisation has resulted in the increase of fares in the case of some of our users. But I would like to inform the House that the statistics of daily tickets sold by denominations conclusively established that a large majority of users of bus transportation system travelled for shorter distances. Their travel is generally 6 kilometers or less. For the first three stages in respect of all passengers who travel upto 6 kilometres, the fares have not increased at all as a result of rationalisation. Out of 10 lakhs of passengers we carry every day in Madras City, 6.8 lakhs of passengers buy tickets of the value of 20 paise or less which demonstrate that in respect of 68 per cent of the travelling public, there has been no increase as a result of rationalisation.

In respect of the remaining 32 per cent of the travelling public, however, there has been some increase as a result of rationalisation. The statistics of the State Transport Department on the basis of tickets sold by denominations prove that another three lakhs of passengers, i.e., 30 percent travel a distance of 8 to 14 Kilometres. The increase as a result of rationalisation in their cases is five paise per ticket. Therefore, out of a total travelling public of ten lakhs in the City of Madras, there is no increase in the case of 6.8 lakhs and there has been only an increase of five paise in the case of another three lakhs, leaving the number of persons affected by the increase significantly to 2 per cent, i.e., twenty thousand. In respect of those two percent also, the maximum increase has been 15 paise per ticket as a result of rationalisation.

I would also like the House to note that even after rationalisation, the rate structure that we have in the City of Madras compares very favourably with what the people in the cities of our neighbouring States of Andhra Pradesh, Mysore and Kerala are enjoying. The House would be happy to hear that in no case the bus user in Tamil Nadu is paying more.

As far as mufussil routes are concerned, the last general revision of the fare structure was done in 1964. Under Section 43 (1) (d) (i) of the Motor Vehicles Act, 1939, the State Government in G.O. Ms. No. 841, Home, dated 23rd March 1964 issued directions fixing the maximum fare of 3 paise per kilometre in respect of ordinary stage carriages. One of the operators in

Salem (N. S. Motor Service) charged rate lower than the rate fixed by the Government which was objected to by the Regional Transport Authority. The operator filed a Writ Petition and the High Court of Madras held that the operators were at liberty to fix fares within the maximum rates prescribed by the Government with the prior approval of the Regional Transport Authority.

But one of the factors leading to the issue of directions by the Government under Section 43 (1) (d) (i) was the desirability of preventing uneconomic and unhealthy competition among motor vehicles. Allowing different rates among the operators within the maximum permissible rates will, no doubt, result in uneconomic competition.

To cite one glaring example, the shortest route from Madras to Kanchipuram, with 77 kilometres, had a fare of Rs. 1.40 that works out at the rate of 1.82 paise per kilometre. The private operators introduced this fare and the State Transport Department had to follow suit though the rate charged by the Department is 2.5 paise per kilometre for all other routes.

If this position had to be changed, it was considered that the directions in force have to be revised. Accordingly, the Government have decided to fix the fare at 3 paise per kilometre for ordinary stage carriages in the plains uniformly for all the operators throughout the State. The proposals were first notified in the Tamil Nadu Government Gazette for eliciting public opinion. After examining the objections and suggestions received from the persons interested the Government issued in G.O. Ms. No. 1674, Home, dated 22nd June 1971, directions under Section 43 (1) (*d*) (*i*) of the Motor Vechiles Act 1939. The rate of fare fixed in the draft directions is a FIXED ONE and Transport authorities cannot fix a rate which is either higher or lower than this. Thus the unhealthy competition practised by the various operators not only in different routes but in the same routes has been brought to an end. The only change, that the Government did in this connection is the elimination of option so far given to the private operators in fixing fares. Therefore, all operators including the State Transport Department have to have the same rate of 3 paise per kilometre to achieve uniformity. The increase of 1/2 paise by the State Transport Department is, therefore, inevitable as per the above directions by the Government.

This rate of 3 paise in Tamil Nadu compares with that of 3.3 paise in Kerala, 3.8 paise in Mysore and 3.5 paise in Andhra. These fares have been paid by the people of Andhra Pradesh and Mysore from 1968 and Kerala from October 1971.

Rationalisation and increasing charges in mofussil routes have affected people living and working outside greater Madras more, i.e., in the suburban areas. Well known practices all over the world

recognise certain limits as limits of City for purpose of transportation. Within these limits the passengers are getting the benefit of lower rates, per kilometre, which is generally applicable to City commuters, the justification being that they use transportation daily as against mofussil travellers who use transporation more infrequently. According to the rules framed under the Tamil Nadu Motor Vehicles Rules, a distance up to 24 kilometres is considered to be in town limits. But in practice, in Madras City. 120 services covering 48 routes which ought to have been classified as mofussil routes were classified as City routes in the past. Among these routes, there were a number of them which had a distance of over 40 kilometres which were also reckoned as City routes. By this classification, the Transport Department was losing revenue and a section of the travelling public were getting concessions to which they were not entitled. As contemplated under the Motor Vehicles rules, it was decided on 1st October 1971 to withdraw this concession enjoyed by a section of the public and charge mofussil rates wherever the statutory limits exceeded 24 kilometres. In respect of passengers who travel by these 120 buses, the impact has been more.

They lost the concession of being treated as passengers on City routes and at the same time they were called upon to pay the new mofussil charges which are higher. Therefore, the difference in the fares that these persons have been paying prior to October and after rationalisation and increase of mofussil fares has been considerable.

No one realises more than I do, the hardships that are caused to this set of people. But I submit that the hardship that is borne by these people is equitable and they are paying no more for transportation and the same principle applicable to all transport users is being applied to them. The only difference has been that they have been paying less because of our indulgence and we have now found that it is necessary in the public interest that we cannot afford to continue this concession. The number of people affected by this measure form a negligible part, that is, a portion of 2 per cent who are really affected by these changes about which I referred to earlier. The House will appreciate that in any step for rationalisation we adopt and at any time we withdrew the concessions enjoyed by the people for a long period, there is bound to be hardship.

Unless the opposition Groups want the Government to continue to incur the losses in transportation system and the users of transporation system to be subsidised by the general public, by payment of increased taxes, I submit that there is no alternative to the rationalisation and marginal increases that we have made.

Thiru K. T. K. Thangamani: The statement is so long. I submit that copies may be supplied to the members.

MR. SPEAKER : I will suggest one thing to the Ministers concerned. If the Minister wants to make such a long statement, he can place the printed copies on the Table of the House.

திரு. கே. டி. கே. தங்கமணி : தலைவர் அவர்களே, மூன்று நான்கு ஆண்டு களுக்கு முன்பாக, அதாவது 1967-ம் வருஷத்திற்கு முன்பாக பஸ் கட்டணம் உயர்த்தப்பட வேண்டுமென்ற நிலை ஏற்பட்டபொழுது, சென்னை நகரத்தில் பல அரசியல் கட்சிகளைச் சேர்ந்தவர்கள் எல்லாம் அதைக் கண்டித்து உண்ணு விரதம் இருந்தார்கள். 1967-க்குப் பிறகு ஒரு தடவை, ரேஷனலைசேஷன் செய்யப்பட்டது. அது கட்டண உயர்வு என்று சொல்லப்படவில்லை. மற்ற மாநிலங்களையெல்லாம் பார்த்து, நம்முடைய மாநிலத்தில் பஸ் கட்டணம் உயர வில்லையென்று வேண்டுமானல் சொல்லிக் கொள்ளலாம். கட்டண விகிதம் சில இடங்களில் ரொம்பவும் உயர்ந்திருக்கிறது. சில இடங்களில் ஒரு ரூபாய் என்கிற அளவுக்கு உயர்ந்திருக்கிறது. ஆகவே, இந்தக் கட்டண உயர்வைக் கைவிட அரசு நடவடிக்கை எடுக்குமா என்று அறிய விரும்புகிறேன். காரணம், இப்போதே காங்கிரஸ்காரர்களும், எங்கள் கட்சியைச் சேர்ந்தவர் களும் பஸ் கட்டண உயர்வைக் கண்டித்து உண்ணுவிரதம் இருந்து கொண் டிருக்கிறார்கள்.

மாண்புமிகு திரு. ச. இராமசந்திரன் : தலைவர் அவர்களே, நான் ஏற்கெனவே தெரிவித்துள்ளபடி, சென்னை சுற்றுப்புற நகர்ப்பகுதிகளில் ஒரு பகுதி மக்களிடையேதான்—உறுப்பினர் அவர்கள் சொன்னபடி—கட்டணம் சிறிது கூடுதலாகியிருக்கிறது என்று சொல்லப்படுகிறது. டவுனைச் சுற்றி 24 கிலோ மீட்டர் சிட்டி ரூட் என்று இருக்கிறது. 48, 50 கிலோ மீட்டர் உள்ள ரூட்டுகள்தான் மாவட்ட வழித்தடங்களாக மாற்றப்பட்டிருக்கின்றன. இதனால் கட்டண விகிதம் இப்படி ஏற்பட்டிருக்கிறது. இது சட்டவிதிகளுக்குட்பட்ட காரியம். இந்தக் கட்டண உயர்வை எல்லோரும் ஏற்றுக்கொள்ளவேண்டு மென்று கேட்டுக்கொள்கிறேன்.

DR. H. V. HANDE : The Hon. Minister in his reply was saying that the smaller denominations were left out. Is it not a fact that smaller denominations like Parrys Corner to Aminjikarai was 20 paise before—it is inside the City and not outside the City,—now it is 25 paise. From Parrys to Shenoy Nagar it was 25 paise before and it is 30 paise now. From Parrys to Anna Nagar it was 30 paise before and it is now 35 paise. Even small denominations have undergone a change. From Avadi to Ambattur previously the fare was 15 paise and today it is 30 paise—exactly double. Of course, it is legalised, but the question is whether it has not affected persons. I will be very happy if the Chief Minister kindly takes interest in this. This is a very important thing. As the Head of the Cabinet, he should also give some concession, taking into consideration the persons involved. We may agree at least on this issue. From Avadi to Tube Products it was 10 paise before and now it is 30 paise. But the Hon. Minister says that short denominations have not been increased. That is one point.

The maximum increase is said to be 15 paise. But I have got records to prove that the maximum increase is much more than 15 paise. From Madras to Kancheepuram it was Rs. 1.40 before. Now it is Rs. 2.35 for one route and Rs. 2.80 for another route. From Avadi to Arts College it was 60 paise before, now it is Rs. 1-15. So, I think his argument will not hold good. The maximum increase is more than 15 paise.

The Hon. Minister in his reply referred to the Opposition. The Opposition does not want the Government to lose at all because we have been saying that "you should not incur any loss. Our submissision is ' you can make good the losses by doubling the whole rate '. In that manner the whole losses can be wiped out. " Our question is because of the inefficiency . . . .

MR. SPEAKER : You can ask for only clarification and you should not go on lecturing.

DR. H. V. HANDE : This is the last day. We cannot get an opportunity. Our Hon. Chief Minister is also here. I am just persuading him also to give some concession for the travelling public.

May I know from the Hon. Minister, whether the public have to pay for the inefficiency of the Transport Department? The Opposition definitely does not want any maladministration. So, will it be possible for the Government to see that the administration is toned up and the public are given benefits?

THE HON. THIRU S. RAMACHANDRAN : As far as the City routes are concerned, I have already told that the maximum increase is 15 paise. The Hon. Member has referred to an increase of five paise in certain routes and it is within the limit of 15 paise. So far as district routes are concerned, I have already indicated in my statement that between Madras and Kancheepurm private operators have got the option with regard to 1.4 paise and the State Government had no other go except to fall in line. That is why rationalisation for the purpose of fixing a uniform fare for all the areas all over the State has been brought and so the Hon. Member will appreciate this position. He has stated that the fare has been increased to cover the inefficiency and it is not so. In fact even now the revenue per month has been on the increase not because of the fare rationalisation which has come into effect only from 1st October 1971. If the hon. Member wants, I can show him monthly receipts which are progressively on the increase and that has nothing to do with the efficiency of the organisation.

(Dr. H. V. Hande rose).

MR. SPEAKER : The Hon. Member may resume his seat.

THIRUMATHI T. N. ANANDANAYAKI : During the last session the Hon. Minister had stated on the floor of the House that there would be no revision of bus fares but suddenly he has revised the

fares which are high. He compared the rates prevailing in Kerala and Andhra Pradesh. But Tamil Nadu is a much better State and buses here can run at the old rate. Also I am given to understand that in Gujarat the rate is even lower than the rate here. So, I would point out that the rationalisation of rates as stated by the Hon. Minister is only to cover the inefficiency of the Department. They had also asked the poor philanthropic bus operators who have been running them at a lesser rate to revise their rates so that the Government also can on that account raise their bus fares . . . .

DR. H. V. HANDE : Sir, on a point of order. Is it proper on the part of the Hon. Minister to give information which he has not checked up properly. He has made a statement outside the House that the State Transport Department has undergone more losses. But he now makes a statement that the loss is not there.

MR. SPEAKER : I am going to give a ruling on your point of order. It is not a point of order.

THE HON. THIRU S. RAMACHANDRAN : The rate in Tamil Nadu is the lowest in India. If the Hon. Member (Thirumathi T. N. Anandanayaki) is so sure that it is the lowest in Gujarat, I am happy to receive that information. As far as the Kancheepuram fare is concerned, the hon. Member has stated that the private operators have been collecting less than State Transport Department have been collecting. But I want to point out that in the Thanjavur, Tiruchirappalli and Madurai districts they have been collecting 3 paise from 1965 consequent on the issue of the G.O. in respect of that matter. Now what we have done is only rationalization and not a rise in fares.

(5) அரசினர் சட்ட முன்வடிவுகள்.

(அ) தமிழ்நாடு 1971-ஆம் ஆண்டு மோட்டார் வண்டி உடைமையாளர் பயணிப் பேருந்துகள் (கையகப்படுத்துதல்) சட்ட முன்வடிவு (சட்டப் பேரவை சட்ட முன்வடிவு எண் 35/1971).

மாண்புமிகு திரு. ச. இராமச்சந்திரன் : தலைவர் அவர்களே, "தமிழ்நாடு 1971-ஆம் ஆண்டு மோட்டார் வண்டி உடைமையாளர் பயணிப் பேருந்துகள் (கையகப்படுத்துதல்) சட்ட முன்வடிவு * (சட்டப் பேரவை சட்ட முன்வடிவு எண் 35/1971) ஆய்வுக்கு எடுத்துக்கொள்ளப்பட வேண்டும்" என்ற தீர்மானத்தை முன்மொழிகிறேன்.

மாண்புமிகு முதல்வர் டாக்டர் கலைஞர் அவர்கள் இவ்வாண்டு நிதிநிலை அறிக்கை உரையினை நிகழ்த்துகையில் குறிப்பிட்டதாவது "உடைமைகள் சிலரிடையே குவிந்து கிடப்பதற்கு மாறாக, பெறத் தகுதியுள்ள பலரிடையே பரவலாக்கப்படுவதும், நாட்டுப் பொருளாதார அமைப்பிற்கு அடிப்படையான

* தமிழ்நாடு சிறப்பு அரசிதழில் வெளியிடப்பட்டுள்ளது.